

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 21st 1893 When handed in at Local Office 18 Port of LondonNo. in Reg. Book. 950 Survey held at London Date, First Survey Aug 30th Last Survey Oct. 18th 1893on the Wood, Iron & Steel S.S. "Atlantis" Master J. GrantlessTONNAGE:— Built at Glasgow By whom J. & S. Thomson When 1887 - 6GROSS 1426 Owners Scrutton Sons & Co Port belonging to LondonUNDER DK. 1292 Owners' Address: (Not already recorded in Appendix to Register Book.)NET 916 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Union Destined Voyage West Indies

WB=DBa tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 52148 Port London

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100. H1		* Z.M.C. 8.92
S.S. Lon. N° 2.92.		
6.93.		

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

Repairs in consequence of striking on rocks near Martinique on August 4th 1893.

Vessel placed in Union Dry Dock, Limehouse, and hung in shores all fore and aft and the following done, - viz.

On Starb^d side in A strake plates N°s 4.5.6.7.8.10.11.12 & 13 (abaft the stem) renewed, and N°s 3 & 9 faired and replaced; in B strake plates

N°s 4.5.6.7 & 11 taken off, faired and replaced, and N°s 8.9.10 & 12 faired in place. In the Keel strake N° 3 taken out, faired & replaced.

On Port side, in A strake, N°s 6.8.9.10.11.12.13.14 & 15 taken off faired & replaced, and N° 7 renewed.

Inside of vessel on Starb^d side, the following floor plates partially renewed with long & short ends triple rivetted, - viz (abaft the collision bulkhead) N°s 15 to 21, - 29 to 37, and, 60 to 66 (inclusive) P.T.O.

SUMMARY OF DAMAGE REPAIRS: 21 Plates, Faired or Repaired; 57 Frames, ditto. 10 Plates, Renewed; Frames, ditto. Other Repairs As above.

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Pointers, & Gutsches <u>Parti</u>	Copper, or Y.M. <u>"</u>	Hatches <u>Good</u>
Waterways <u>"</u>	Timbers of Frame at the openings <u>"</u>	(State if on Felt.)	Boats <u>"</u>
Coamings <u>"</u>	Ditto ditto at other places <u>seen</u>	When put on, Month <u>"</u> Year <u>"</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Keelsons <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>From M</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Clamps, Shells & Stringers <u>Good</u>	Windlass & Capstan <u>"</u>	Sails <u>Stated Good</u>
Plating <u>"</u>	Salting <u>"</u>	Pumps <u>"</u>	Equipment letter <u>"</u>
Planking <u>"</u>	(State if examined.) <u>Good</u>	Engine Room Skylights <u>"</u>	Anchors, No. of <u>3 B. 15. 2 H</u>
Ironails or Rivets <u>Good</u>	Ceiling <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>No</u>
Breasthooks & Stemson <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Scuppers <u>"</u>	" length <u>Stated complete</u>
	Tanks (State if now tested.) <u>"</u>	Cargo & Main H'tch'w'ys <u>"</u>	" Rule length <u>"</u> size <u>"</u>
	Caulking of Bot'm, D'k, & Wat'r'w'ys <u>"</u>		Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptd 91, &c."

The vessel is now in good and efficient condition and eligible in my opinion to remain as classed and to have record of survey 10.93. with arps. 93.

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,
Survey Fee (per Section 28)	£	23/10/18 93
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 10 10	Received by me,
Travelling Expenses (if chargeable)	£	4/11/18 93
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of British & Foreign Shipping.

*Is Certificate now required?

Committee's Minute

Character assigned

FR 27 OCT 1893

100 H1

B.S. 10.93



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Lloyd's Register Foundation

Lon 700-0193

Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

* Certificate, if required, to be sent to

Form No. 2 for Repairs. 205.-L.R.P.H.-10,000.-8/2/93.-Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

54837 Ton

and Nos 22 to 28, - and 38 to 53. faired in place.

c The frames Nos 15 to 41, - 54 to 57, and 60 to 73, in way of the damaged floors, cut out and removed from the middle line to ~~upper~~^{lower} turn of bilge in suitable shifts, and a back frame fitted to each extending beyond the butts of the new frames.

c Frames Nos 42 to 53 faired in place.

10 intercostal plates to bilge keelson on each side of vessel under boilers, renewed; and 8 ditto to middle line keelson doubled on each side, and the bilge stringer angles in boiler space, renewed.

The foundation plate under thrust block strengthened with 3 intercostal plates efficiently connected to the floors and bottom plating. -

All cement made good where disturbed, and the new work and vessel's bottom outside cleaned and re-coated.

R. T. Johnson.